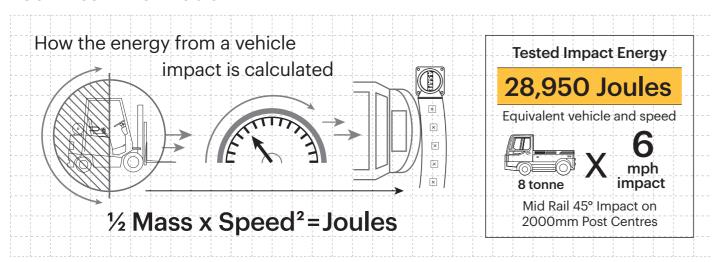
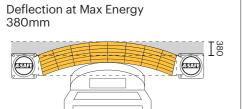
## **Technical Information**

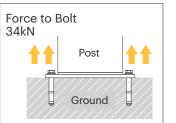


Impact Test	Impact Angle on 2000mm Post Centres			
	90°	45°	22.5°	10°
Mid Rail Max Energy (Joules)	20,500	28,950	53,550	118,000

End Post Max Energy (Joules) - 90° 6,900

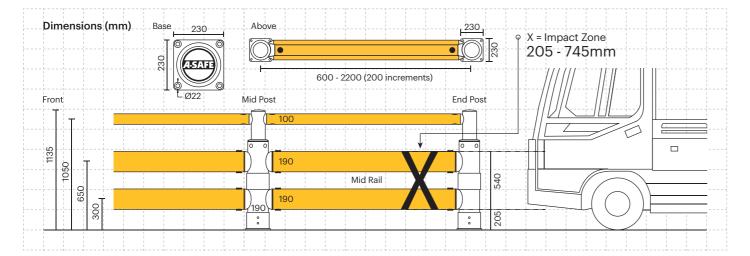
Mid Post Max Energy (Joules) - 90° 6,900





<b>Material Properties</b>	WEWYSPIEX,
Temperature Range	-10°C to 50°C
Ignition Temperature	370°C to 390°C
Flash Point	350°C to 370°C
Toxicity	Not Hazardous
Chemical Resistance	Excellent - ISO/TR 10358
Weathering Stability (Grey Scale)	5/5*
Light Stability (Blue Wool Scale)	7/8**
Static Rating (Surface Resistivity)	1015 - 1016 Ω
Hygiene Seals	Yes

- \* Weathering scale 1 is very poor and 5 is excellent
- \*\* Light stability scale 1 is very poor and 8 is excellent



### **Post Options**



## **Rail Options**

Standard Yellow RAL 1007* PANTONE 7548*	Standard Black RAL 9005* PANTONE Black	Standard Grey RAL 9007* PANTONE Cool Grey 5*

## Colour Combinations

\*Please note that the RAL and PANTONE colours listed are the closest match to standard A-SAFE colours, but may not be exact matches of the actual product colour and should be used for guidance only.



## Atlas Double Traffic Barrier+

# A-SAFE

Est. 1984

PAS13



Able to withstand repeated impacts from the largest of workplace

vehicles, Atlas barriers are ideal for any heavy-duty environment

requiring unrivalled safety.



## **Engineered for performance**

A-SAFE's state of the art products are meticulously engineered to deliver the highest performance. Designed, developed, tested and manufactured in-house at our cutting-edge facility, each unique component is carefully crafted and purpose-built to play a vital role in the product's performance.

#### Unrivalled recovery O Advanced strength polymer created from an exclusive through a unique built-in composition of the most memory that allows the sophisticated polyolefins and barrier to flex, cushion and rubber additives, expertly reform repeatedly upon and equipment do not need blended for unequalled strength impact, saving vast amounts replacing or repair. and flexibility. in barrier and vehicle repairs.

Huge return on investment from incident prevention and downtime avoidance as barriers, vehicles, floors

Molecular reorientation during manufacturing creates a unique built-in memory that enables the barrier to fully recover following impacts.

Patented Engineering O

**MEMAPLEX** 

Revolutionary 3-Layered Material

 Inner strengthening core Central impact

absorption zone Outer UV stabilised

colour layer

Water resistant wipe-clean, food

safe surface.

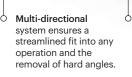
Hygiene seals prevent the ingress

of dirt and debris.

Ergonomic design with no sharp edges.

friendly and

Environmentally 100% recyclable.



Ultra-low maintenance material is chemical and water resistant. non-corrosive. non-scratch and self coloured so no repainting, rusting, flaking or corrosion

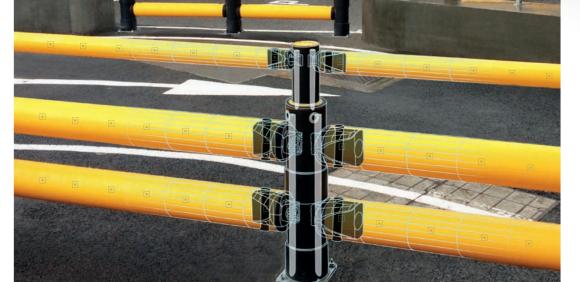
**Exclusive modularity** allows rails and posts to be replaced in-situ without removing adjacent barrier sections.

#### **Energy Absorption System**

Patented system dissipates impact forces through the barrier and away from floors and fixings, preventing costly  Rotating wear collars deflect force from repeat glancing blows preventing expensive on-going maintenance costs.

Self coloured and UV stabilised for continued visibility and long lasting aesthetics with no repainting.







Heavy Duty Self-Undercutting Anchors create a durable mechanical interlock with flooring, giving exceptional pull-out resistance under extreme

Galvanised Steel Increased weather resistance for outdoor use and harsh climate environments.

ADDITIONAL BASE OPTIONS

Stainless Steel 316 Standard

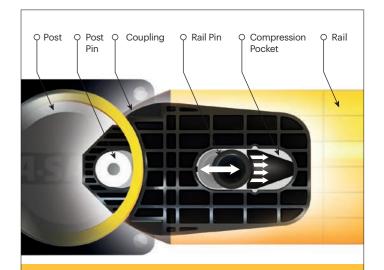
Ultimate performance option, no corrosion

Stainless Steel 316

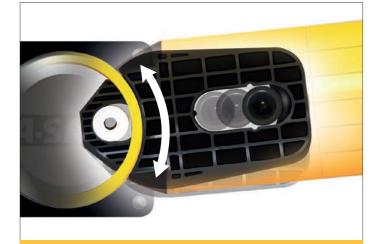
or rusting and resistant to powerful cleaning agents. Ideal for hygiene environments.

## **Energy Absorption System**

A patented 3-phase system that activates sequentially for unparalleled energy absorption



PHASE 1: Memaplex™ rail flexes to absorb impact, initiating the rail pin to slide forward and transfer load energy to the compression pocket.



PHASE 2: Compression of the pocket continues to disperse energy as the coupling rotates around the post pin to activate further absorption.



PHASE 3: At peak energy, the coupling twists further, engaging the post pin and instigating torsion of the post to dispel remaining forces.

